

SECTION II
NAVIGATION PUBLICATIONS

NM 9/00

SAILING DIRECTIONS CORRECTIONS

PUB 125 6 Ed 2000 LAST NM 6/00

Page II—Lines 9 to 12/R; read:

mailing list on request to DEFENSE LOGISTICS
AGENCY, DSC-R, ATTN: Product Center 9, 8000
Jefferson Davis Highway, Richmond VA 23297-5337.

(NIMA) 9/00

PUB 146 6 Ed 1995 LAST NM 42/99

Page 37—Line 53/R; read:

273°. Then steer to pass close N of White Island, then SW
of the lighted buoy

(BA NM 48/99, Section IV) 9/00

Page 51—Line 22/R; insert after:

Caution.—A slight outflow from a nearby river has been
reported (1999) in the entrance channel to Garnish Harbor.

(Can NM 5/99, Section IV) 9/00

Page 53—Lines 55 to 56/R; read:

into two arms.

(3(544)99 Ottawa) 9/00

Page 82—Lines 45 to 48/R; strike out.

(Can NM 5/99, Section IV) 9/00

Page 87—Line 8/L; insert after:

Caution.—A dangerous wreck lies on the inner part of
the S side of the wharf.

(Can NM 7/99, Section IV) 9/00

Page 88—Line 12/R; insert after:

Currents are predominantly affected by the wind, with a
maximum rate of 1 knot.

(Can ATL 102) 9/00

Page 88—Lines 47 to 48/R; read:

All of the above anchorages are best seen on the chart.

These anchorages are used, as follows:

1. Anchorage AA—Crude oil carriers, only in an
emergency.

2. Anchorage BB—Crude oil carriers.

3. Anchorage CC—Crude oil carriers.

4. Anchorage DD—Product carriers.

5. Anchorage EE—Product carriers of less than
10,000 dwt.

Regulations.—Vessels operating within the harbor

(Can ATL 102; Can NM 5/99, Section IV) 9/00

Page 100—Line 43/R; read:

however, particularly narrow, having a width of 91m.

(Can NM 5/99, Section IV) 9/00

PUB 146 (Continued)

Page 102—Lines 1 to 38/L; read:

St. John's Port Berths

Berth	Length	Depth
1	175m	1.6-5.9m
2	165m	5.9-8.2m
3	180m	8.1-9.0m
4	120m	7.3-8.2m
5	160m	7.3-8.6m
6	150m	3.7-5.4m
7	120m	6.4-7.0m
8	150m	7.9-8.2m
9	150m	7.3-7.5m
10	150m	8.8-9.1m
11	150m	7.9-9.4m
17	180m	8.1-10.3m
18	76m	15.3-16.9m
19	115m	6.7-8.9m
20	162m	6.8-10.4m
21	58m	7.3-9.8m

St. John's Private Berths

Berth	Length	Depth
12 (Harvey No. 1)	114m	8.0-9.0m
14 (Harvey No. 2)	153m	6.0-7.9m
15 (Harvey No. 3)	107m	6.7-7.8m
16 (Harvey No. 4)	145m	7.7-9.8m
22 (Mobil Oil)	153m	7.2-9.6m
23 (Imperial Oil)	145m	8.1-9.1m
24 (Irving Oil)	69m	9.2-9.7m
25 (Marine Institute)	137m	4.9-7.3m
26 (Defence)	61m	5.0-8.2m
27 (Dept. of fisheries)	153m	4.8-6.7m
28 (Ultramar)	69m	5.8-6.4m
29 (Ultramar)	114m	5.1-6.9m
30 (Coast Guard)	99m	4.4-7.5m
31 (Coast Guard)	183m	6.5-7.6m
34 (Newfoundland Dockyard)	86m	4.4-5.9m
35 (Newfoundland Dockyard)	142m	6.2-6.9m
36 (Newfoundland Dockyard)	95m	5.6-6.7m

St. John's Private Berths

Berth	Length	Depth
37 (Newfoundland Dockyard)	114m	4.4-7.4m

(Can ATL 102; 11E(2152)99 Ottawa; Can NM 14/95, Section IV; Can NM 5/99, Section IV) 9/00

Page 117—Lines 16 to 17/L; read:
a neck of shingle.

(Can NM 7/99, Section IV) 9/00

Page 120—Line 52/L; read:
3 to 5.4m alongside.

(Can NM 5/99, Section IV) 9/00

Page 126—Line 19/R; read:

Rock, which dries and is marked by a lighted buoy, lies 0.25 mile SE of Arch Cliff Point.

(Can NM 12/99, Section IV) 9/00

Page 130—Line 29/L; read:

clearance of 15m, crosses Pond Tickle in the vicinity of

(Can NM 6/99, Section IV) 9/00

Page 130—Lines 43 to 48/R; read:

Wharves at Valleyfield include a public wharf, 150m long, with depths ranging from 1.9m on its NW end to 4.7m near its SW end. A second pier, 107m long, extends SE from the SE side of the public wharf to a depth of 5.6m at its outer end. A fish processing plant is located adjacent to the public wharf. A light is shown from a tower located on the outer end of the 107m wharf.

(Can NM 6/99, Section IV) 9/00

Page 131—Line 29/L; read:

wharf on the E side of the harbor has depths of 3 to 6.1m

(Can ATL 102) 9/00

Page 143—Line 1/L; read:

vertical clearance of 12.6m, and power lines, with a

(Can NM 11/99, Section IV) 9/00

Page 143—Line 2/L; insert after:

Caution.—Currents in excess of 5.5 knots have been reported in the channel in the vicinity of the bridge.

(Can NM 5/99, Section IV) 9/00

Page 143—Line 23/R; read:

4.4m.

(Can NM 11/99, Section IV) 9/00

Page 147—Line 18/L; read:

0.2m, lies about 0.2 mile NW of Dram Rock.

(Can NM 11/99, Section IV) 9/00

PUB 146 (Continued)

Page 147—Lines 32 to 33/L; read:
where a public wharf, 21m long, with alongside depths of
2.1 to 4.9m, is situated.

(Can ATL 101) 9/00

Page 147—Line 50/L; read:
mile SE. **Mann Rocks**, 3m high, lie in the middle of the

(Can NM 11/99, Section IV) 9/00

Page 147—Line 55/L; read:
depth of 3.7m alongside its outer end.

(Can ATL 101) 9/00

Page 169—Line 42/R; read:
outer end; the pier was closed for use in 1999. Several small
piers lie between the public pier

(Can NM 9/99, Section IV) 9/00

Page 176—Line 10/L; read:
lies at the SE extremity of Scott Point. The S 40m of the
wharf is closed to vessel use.

(Can NM 9/99, Section IV) 9/00

Page 176—Line 14/L; read:
church spire, with a black top, in town.

(Can ATL 102) 9/00

Page 179—Line 43/R; read:
least depth of 6.7m. Vessels with a maximum length of
19.8m can be accommodated. A light is

(Can ATL 101; Can NM 9/99, Section IV) 9/00

Page 183—Line 7/R; read:
overhead power cable, with a vertical clearance of 21m,
crosses the

(Can NM 11/99, Section IV) 9/00

Page 195—Line 15/R; read:
of 21m, crosses between the S tip of Quirpon Island and

(Can NM 11/99, Section IV) 9/00

Page 201—Line 46/L; read:
and Inner Shoal, marked by a buoy, lying 0.3 mile E of
Wall

(Can NM 7/99, Section IV) 9/00

Page 201—Line 49/R; read:
should be exercised to guard against Nimrod Shoal, marked
on its N side by a lighted buoy, lying

(Can NM 4/99, Section IV) 9/00

Page 204—Line 4/L; read:
Rocks, marked by a lighted buoy, lie off the NW entrance to

the cove and have
(Can NM 7/99, Section IV) 9/00

Page 210—Line 7/R; read:
11m. Mad Moll, a rock with a depth of 2.1m marked by a
lighted buoy, lies about 1

(Can NM 4/99, Section IV) 9/00

Page 211—Line 21/R; read:
knowledge. Four lighted buoys mark the channel near the

(Can NM 4/99, Section IV) 9/00

Page 211—Line 24/R; read:
Caution.—A rocky reef, with a depth of 2.4m and marked
by a lighted buoy, lies on

(Can NM 4/99, Section IV) 9/00

Page 216—Line 3/R; read:
offshore. The Feather Bed, a 1.8m rocky patch marked by a
lighted buoy, lies 0.3

(Can NM 4/99, Section IV) 9/00

Page 218—Line 21/L; read:
9.1m and marked by a lighted buoy, is a shoal bank lying 1
mile E of the Fling Islands.

(Can NM 4/99, Section IV) 9/00

Page 221—Line 4/R; read:
into the harbor. Toole Rock, with a depth of 1.8m and
marked by a lighted buoy, lies 0.2

(Can NM 4/99, Section IV) 9/00

Page 231—Line 40/R; read:
about 91m. A shoal, with a depth of 4m and marked by a
lighted buoy, lies about 0.6 mile E of Old Man Island.

(Can NM 5/99, Section IV) 9/00

Page 232—Line 49/R; read:
4.3m and marked by a buoy, lies 3 miles E of George
Island.

(Can NM 5/99, Section IV) 9/00

Page 236—Lines 8 to 9/R; read:
Depths—Limitations.—A ro-ro ramp, with a width of
16m, is located on the inner end of the W side of the wharf.
Other

(Can NM 6/99, Section IV) 9/00

Page 251—Line 51/R; read:
causeway which extends from the shore; there are depths of
5.8 to 6.1m alongside the wharf.

(Can NM 4/99, Section IV) 9/00

PUB 146 (Continued)

Page 259—Line 29/R; read:

Jenks Rock, which dries and is marked by a lighted buoy, lies about 0.9 mile
(Can NM 6/99, Section IV; US NM 45/97, Section II)

9/00

Page 292—Line 40/L; insert after:

Caution.—A dangerous wreck lies on the N side of the entrance to Brewer Bay. Ice has shifted the wreck, making the exact position and depth of water over the wreck unknown.

(Can NM 5/99, Section IV)

9/00

Page 306—Lines 50 to 61/L; read:

Aspect.—A large storage shed is situated close SW of the wharf. A conspicuous tank farm is situated 0.2 mile farther S.

(Can NM 4/99, Section IV)

9/00

Page 306—Line 44/R; read:

Depths—Limitations.—Falconridge Limited Wharf

(Can NM 4/99, Section IV)

9/00

Page 307—Lines 11 to 12/L; strike out.

(Can NM 4/99, Section IV)

9/00

Page 307—Line 14/L; read:

alongside the wharf and boards about 1.5

(Can NM 4/99, Section IV)

9/00

Page 336—Line 49/R; read:

Aspect.—An airstrip, with a conspicuous hanger and several conspicuous radio masts, lies

(Can NM 5/99, Section IV)

9/00

Page 338—Line 31/R; read:

the mainland. Two large domes, 35m high, are

(Can NM 5/99, Section IV)

9/00

Page 361—Line 34/L; read:

with an elevation of 17m, lies about 5 miles SE of the

(Can NM 4/99, Section IV)

9/00

Page 362—Line 9/L; read:

Arviat (61°06'N., 94°04'W.) lies on

(Can NM 4/99, Section IV)

9/00

Page 362—Line 16/L; insert after:

Aspect.—Six large oil tanks S of the settlement are conspicuous, as is a 5m high wooden cross erected on the S point of a narrow peninsula about 1 mile N of the settlement.

(Can NM 4/99, Section IV)

9/00

Page 362—Lines 23 to 28/L; read:

Caution.—Care should be taken to
(Can NM 4/99, Section IV)

9/00

PUB 153**8 Ed 1997****LAST NM 7/00**

Page 56—Lines 30 to 31/R; read:

VHF and board about 1 mile SE of No. 1 SPM.

(BA NM 31/99, Section VI; US CH 21441)

9/00

Page 57—Line 52/L; read:

VHF and board about about 0.6 mile SSE of the head of the E breakwater. Vessels

(BA NM 31/99, Section VI; US CH 21441)

9/00

PUB 183**4 Ed 1997****LAST NM 7/00**

Page 29—Line 33/L; insert after:

Caution.—Firing Area No. 51, located NE of Ostrov Anzerskiy, is bounded by lines joining the following positions:

a. 65°11.6'N, 36°29.0'E.

b. 65°16.0'N, 36°24.0'E.

c. 65°16.0'N, 36°38.6'E.

(44(6865)99 St. Petersburg)

9/00

Page 29—Line 42/R; insert after:

Caution.—Firing Area No. 51, located NE of Ostrov Anzerskiy, is bounded by lines joining the following positions:

a. 65°11.6'N, 36°29.0'E.

b. 65°16.0'N, 36°24.0'E.

c. 65°16.0'N, 36°38.6'E.

(44(6865)99 St. Petersburg)

9/00

Page 34—Line 9/R; insert after:

Caution.—Firing Area No. 53 is bounded by the coastline and lines joining the following positions:

a. 66°37'48"N, 34°22'45"E.

b. 66°37'48"N, 34°22'30"E.

c. 66°36'00"N, 34°21'21"E.

(44(6863)99 St. Petersburg)

9/00

PUB 195**6 Ed 1999****LAST NM 5/00**

Page II—Lines 9 to 12/R; read:

mailing list on request to DEFENSE LOGISTICS AGENCY, DSC-R, ATTN: Product Center 9, 8000 Jefferson Davis Highway, Richmond VA 23297-5337.

(NIMA)

9/00

COAST PILOT CORRECTIONS**COAST PILOT 5****27 Ed 1997****Change No. 34****LAST NM 51/99**

Page 59—Paragraph 784; read:

The draw of Suwannee River bridge, mile 35 at Old Town need not be opened for the passage of vessels, however, the draw shall be restored to operable condition within 6 months

COAST PILOT 5 (Continued)

after notification by the District Commander to do so.
(FR 10/13/99) 9/00

Page 63—Paragraph 989, line 2; read:

open on signal if at least six hours notice is given.

(c) The draw of the Popp's Ferry Road bridge, mile 8.0 at Biloxi, shall open on signal; except that, from 7:30 a.m. to 9 a.m. and from 4:30 p.m. to 6 p.m. Monday through Friday, except Federal holidays, the draw need not be opened for passage of vessels. The draw shall open at any time for a vessel in distress.

(CL 1024/99; FR 2/9/99; FR 6/15/99) 9/00

Page 152—Paragraph 333, lines 6 to 7; read:

March 1999, the controlling depth was 2 ½ feet (4 ½ feet at midchannel) to the highway bridge, thence 8 feet at midchannel to the Intracoastal ...

(BPs 168821-25; CL 1086/99) 9/00

Page 159—Paragraph 56, lines 2 to 3; read:

Egmont Key, had a controlling depth of about 14 feet in 1996, but is subject to shoaling. The approach is marked by ...

(BP 158084) 9/00

Page 169—Paragraph 256, lines 7 to 13; read:

daybeacons. In May 1999, the controlling depth in North Channel was 2 feet (3 feet at midchannel) to Daybeacon 9, thence 8 ½ feet to the main channel of the Intracoastal Waterway, **South Channel** leads to Pass-a-Grille Channel ...

(CL 1103/99; BPs 168867-74) 9/00

Page 170—Paragraph 263, lines 5 to 7; read:

Intracoastal Waterway. In March 1999, the controlling depth in the entrance channel was 5 feet (8 feet at midchannel) to Daybeacon 4, thence 10 feet to the bridge over the pass, thence 8 feet to Daybeacon 8, thence 5 feet to the intersection with the Intracoastal Waterway.

(BPs 168815-20; CL 1085/99; NOS 11411) 9/00

Page 171—Paragraph 286, lines 3 to 5; read:

to a turning basin at Tarpon Springs. In April-May 1998, the controlling depth was 7 ½ feet in the entrance channel to Daybeacon 50, thence 7 feet to the turning basin, thence 1 ½ to 10 feet in the N half and 3 to 10 feet in ...

(BPs 168165-76; CL 769/99) 9/00

Page 172—Paragraph 308, lines 1 to 4; read:

In July 1999, the centerline controlling depth was 3 ½ feet from Homosassa Bay Light 4 to Homosassa River Daybeacon 81, thence 3 feet to Daybeacon 5 at the end of the project. **Homosassa Bay Entrance Light 2** ...

(BPs 169502-12) 9/00

Page 172—Paragraph 312, lines 4 to 11; read:

Crystal Reefs to the mouth of the river on the N side of

Shell Island to Kings Bay is marked by daybeacons. In July 1999, the centerline controlling depth was 4 feet from the entrance channel to Crystal River Daybeacon 24, thence 3 feet to Kings Bay. In 1982, shoaling to bare was reported in the vicinity of Crystal River Entrance Light 1 and Entrance Daybeacon 2. During periods of prolonged NE winds, depths in the river may be lowered 1 to 2 feet below normal levels. With ...

(BPs 169475-84; CL 1641/99; LL/99) 9/00

Page 173—Paragraph 321, lines 4 to 8; read:

to a spillway about 11 miles above the mouth. In February 1999, the controlling depth was 3 feet (4 ½ feet at midchannel) to Daybeacon 46; thence in 1988-February 1999, the centerline controlling depth was 9 ½ feet to ...

(CL 969/99; BPs 168560-72) 9/00

Page 175—Paragraph 351, lines 10 to 11; read:

wharf. In December 1998, the midchannel controlling depth was 3 feet with 2 ½ to 4 feet in the basin. The channel is marked by lights ...

(BPs 168102-08; CL 734/99) 9/00

Page 175—Paragraph 355, lines 7 to 10; read:

river about 2 miles above the mouth. In February 1999, the controlling depths were 3 ½ feet (5 ½ feet at midchannel) to the turning basin, thence 1 to 4 feet in the S half and 4.5 to 6 feet in the N half ...

(BPs 168833-43) 9/00

Page 175—Paragraph 363, lines 2 to 3; read:

Point, is reached through a small-boat channel. In January 1999, the controlling depth was 2 ½ feet. The approach is marked ...

(BPs 168875-81) 9/00

Page 205—Paragraph 267, line 4; read:

WXZ-590. (See **117.1 through 117.49 and 117.675**, chapter 2, for drawbridge ...

(CL 1024/99; FR 2/9/99; FR 6/15/99) 9/00

Page 245—Paragraph 41, lines 7 to 8; read:

Waterway. In February-November 1999, the controlling depth was 11 feet across the bar, thence 14 feet to the junction with the Intracoastal Waterway.

(31/99 CG8; DDs 68, 477; NOS 11365) 9/00

Page 364—Paragraph 98, lines 3 to 4; read:

Haulover Cut, between Hassel Island ...

(BP 157070; NOS 25649) 9/00